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WISDOM IS COMMON SENSE TO AN UNCOMMON DEGREE

THE LINE MAN

RURAL ELECTRIFICATION ADMINISTRATION

U. S. DEPARTMENT OF AGRICULTURE

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ACCIDENTS 4-H CLUB WAR EFFORT

You can help to conserve the nation's supply of manpower and materials not only by exercising greater care on your own job, but by being a missionary of safety in contacts with the members of your cooperative.

Our President has charged us to: Stop Accidents and Help Win the War. It is within our power to change conditions which last year killed 4,500 farm people and injured many thousands of others in preventable farm and home accidents. At the present time there are more accidental deaths on the farm than in any other industry. Every farm accident we prevent keeps a man on the job producing food for victory.

Today our people are working too long and too hard. Mothers and children are doing more farm chores. There is a shortage of equipment in good repair. A large section of our farm labor is inexperienced; it must still learn a great deal about safety; it must still acquire knowledge of the machinery it handles; it must be toughened to reduce injuries resulting from fatigue and strain.

Impress upon your members that most electrical equipment and appliances are not replaceable; they must be kept safe and serviceable. Members must be careful to avoid injuries; to prevent short circuits and overloading of machines and circuits.

NUMBER OF WORKERS KILLED IN 1942 ACCIDENTS EQUAL TO POPULATION OF VINCENNES, INDIANA

There were 18,500 workers killed in the United States while on the job in 1942. This number is equal to the entire population of Vincennes, Indiana. Imagine how shocked the nation would have been if a city the size of Vincennes were suddenly to be completely destroyed and every living soul in it killed.

In addition, the time lost during the year through injuries to workers is equivalent to the time that would be lost if the nation's entire ship building and aircraft industries were to be closed for 54 days. Fatal and non-fatal accidents together caused a loss of time and material and damage to machinery sufficient to build 22,000 heavy bombers for a visit to Berlin.

The national accident toll in 1942 was 93,000 persons killed and 9,300,000 injured, at a total cost to the nation of \$3,700,000,000. The figures were given out by the National Safety Council.

Industrial accidents in the first full year of war, went up 3 per cent. Non-agricultural employment, however, had risen 7 per cent. The number of workers killed during the year was 47,500—18,500 on the job; and 29,000 off the job. Non-fatal injuries to workers numbered 4,100,000, of which 1,750,000 were occupational accidents.

A manpower conservation campaign has been started in major war production centers. It is planned ultimately to reach everyone in the United States. The campaign will reach industrial workers through contacts on the job; farm and rural areas, through 4-H clubs, the Red Cross and other agencies. Children will be reached through the schools, and women's organizations and the Office of Civilian Defense block workers will be used to reach into homes.

"We hope to be able to educate the population as a whole on the cost of lost manpower," William A. Irvin, National Chairman of the War Production Fund to conserve Manpower, said in St. Louis recently, when the campaign was launched. "Industrial accidents exact a heavy toll, but one of the greatest offenders is the home accident. We feel that by starting with the education of small children, we can bring the accident rate down tremendously."

Mr. Irvin estimated that a successful drive will reduce accidents by at least 70 per cent.

V - V - V

TOM EDISON SAID--

"There is no truer test of a man's qualities for permanent success than the way he takes criticism. The little-minded man can't take it. It pricks his egotism. He craw-fishes. He makes excuses. Then, when he finds that excuses won't take the place of results, he sulks and pouts. It never occurs to him that he might profit from the experience

David A. Fleming, Editor

OUR PATH OF TRAVEL

A letter to the editor from H. H. Stofen, Superintendent of the Richland Cooperative Electric Association, of Richland Center, Wisc., contains the following paragraph:

"Due to the large number of potential hazards involved in line work, many of which are experienced only occasionally by the average line crew, it is almost impossible to impress all of them on the memories of employees so that they recognize them when they need them."

We agree with Mr. Stofen. It is impossible to bring all the possible hazards to the attention of the employee. We will go a step farther. It is impossible for the employee to think continually about the safe way of doing his work. And if he cannot continually think of doing his work safely, he is likely to have an accident, unless everything is made foolproof. But to make everything foolproof is impractical, if not an utter impossibility.

Somewhere between continually pointing out all possible hazards, and making everything foolproof against accidents, is the path we must travel. Let us analyze this a bit.

Accidents seldom occur on complicated or very hazardous jobs. The reason probably is that those hazards are obvious, and extraordinary care is taken in doing the job. Most accidents occur on ordinary run-of-the-mill every-day jobs. Most times they are performed safely. It would be almost silly to say to a lineman: "Don't go up and grab an energized primary with your bare hands." But, because of some little mistake while his mind is on other things, he does *exactly* that, even though he knows better. As we look over the various types of accidents, we find one type common. **BURNS ON THE HANDS.** The burns occurred while the lineman was at work on wires which flipped into the primary, or when his spurs cut out and he grabbed the primary, or while he was finishing some work immediately before or after using the hot stick to perform a specific piece of work. In each case the victim *did not* intend to touch an energized primary.

That is precisely the reason we recommend rubber gloves be worn from the ground up. They will *automatically* protect a lineman should his mind wander for a second.

We recognize that a lineman cannot continually think about all phases of safety. We therefore ask only that lineman remember to put on rubber gloves before climbing a pole that carries an energized wire, and to make sure that he sees a protective ground before working on de-energized wires.

Two simple thoughts! Is that too many?

V - V - V

BUY MORE BONDS FOR MORE BOMBS

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A Real Champ.



TWO EXCERPTS FROM SAFETY MINUTES

Following are excerpts from the minutes of the regular weekly safety meeting of the Dunn County Electric Cooperative, of Menomonie, Wis., N. B. Rotnem, Superintendent:

"A review of the record of the cooperative during the year just passed, showed that there were no lost time accidents in 1942. A lot of credit for this achievement goes to the employees themselves in cooperating in any safety program sponsored by the REA and the Safety and Job Training Course conducted by Mr. Mostoller."

"Linemen were instructed to have their annual physical examination before the next Board of Directors meeting. This examination is to be at the expense of the cooperative, the examining physician to be designated by the manager."

ATTENTION, LINEMEN!

Help pass the word on care and use of electrical appliances to every member of the cooperative with which you are connected. Tell them that the REA in St. Louis has illustrated leaflets on the care and use of most household appliances available for free distribution. Ask them to write for them.

GO SLOW, JOE

Howdy, Lineman! Got some time?
Then read this crazy little rhyme
About a guy called "Smoky" Joe
Who was too "smart" to take it slow.

He never stopped to use his head.
(Poor guy. He'll be a long time dead.)
He skinned a pole just like a squirrel.
His thoughts were of a pretty girl.

At last he found, but much too late,
When climbing poles, forget that "date".
To do a job, and do it right,
Do not be dreaming of tonight.

He climbed a pole to change a tie.
(He was so awful young to die).
He knew for sure the line was dead.
(That pretty girl still in his head).

So, since he knew the line was cold,
He ran on up so brave and bold.
Install a ground? Why, I guess not!
For haven't I said it wasn't hot?

So up he went, and snapped his strap,
And never dreamed about the trap
The Gods of Fate had set for him.
(They *really* had him on a limb.)

He reached right out and grabbed the wire.
You guys have seen high-voltage fire?
But nothing like that awful flame
That burns a pal - It's not the same.

Well, I rushed up and got poor Joe.
And how I did, I'll never know.
We tried First Aid. It was too late.
Joe died still dreaming of that date.

The thought I want to give you guys
Is *never* think that you're too wise
To profit from these sad mistakes.
Remember Joe and make your breaks!

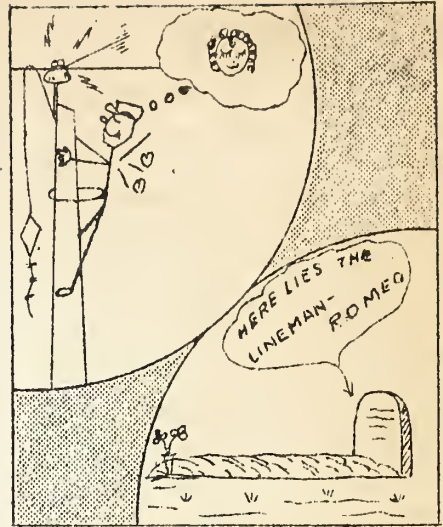
Just take a minute - maybe two
To look over the job to do
If two's not plenty, then take five.
What e'er it takes - LET'S KEEP ALIVE!

—Jack Steele,
Line Superintendent,
Cimarron Electric Co-op
Kingfisher, Okla.

V - V - V

Report: ALL accidents to REA

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ALL IN FAVOR? VOTE IS UNANIMOUS!

Following is from the radio script, "Men, Machines and Victory", presented over the Blue Network by the War Production Fund to Conserve Manpower:

Holmes:

Pop wasn't completely innocent either. He shouldn't have been monkeying around with that motor. That was a job for a maintenance man. Now for suggestions...I think all the fuses ought to be taken out and thrown away and the whole electric system revamped to take care of the load.

Al:

What'll we use for fuses?

Holmes:

Circuit breakers. In case anything goes wrong, they automatically shut off the circuit.

Al:

Okay, motion's been made by Mr. Holmes here that we install these circuit breakers instead of fuses. I got something to add to that. I think our guys ought to be trained to stick to their own jobs and leave repair work up to the maintenance men. Okay...all in favor?

Al:

AYE!

Al:

Opposed? Okay, motion carried.

The job was to remove a cutout and install an oil circuit breaker. The pole had double dead-end crossarm construction, with two phase wires on the crossarms, and a neutral on the pole. Cutouts were installed adjacent to the phase wire on both ends of one crossarm. The cutout on one side was jumpered and removed; pins and insulators were installed on the sides of the arms, and the OCB leads dead-ended on the pins. Pig tails were left so that connections could be made to the primaries. The other end of one of the leads was left dangling and hung about halfway to the ground. The second lead extended from the ground to the crossarm. All work was performed with primaries energized. It was planned to install the OCB on the pole.

Two experienced linemen were working on the pole. The man highest on the pole was waiting for the man below him to return to the ground. The lower man unsnapped his safety and was passing it around the pole when he hit the OCB lead. There was a flash, and the man fell off the pole. Severe BURNS WERE ON HIS HANDS. Investigation did not disclose how the OCB lead became energized.

Apparently there had been little planning on the safe method of doing this job. The work might have been arranged so that the line could have been taken out of service. If the OCB had been installed according to REA standards, it would not have been necessary to install pins in the crossarms. Removing the cutout and installing pins and jumpers by hand, at best, is a dangerous procedure.

This electric shock accident happened just a year and a day after another electric shock accident on the same system. Both accidents were fatal. Both



victims had BURNS ON THE HANDS. Wearing rubber gloves *from the ground up* on all poles carrying energized primaries was recommended after the first accident. Now the same recommendation is made again.

Some of you have had electric shock accidents where the BURNS WERE ON THE HANDS. Are YOU wearing rubber gloves from the ground up? Are YOU playing SAFE?

ACCIDENT FREQUENCY ON
REA SYSTEMS - 1st MONTH
(Disabling injuries per 10,000
miles of energized lines)

REGION	THIS YEAR	LAST YEAR
I	0.0	0.3
II	0.6	0.0
III	0.2	0.0
IV	0.0	0.0
V	0.0	0.2
VI	0.0	0.0
VII	0.4	0.0
VIII	0.2	0.5
IX	0.0	0.8
X	0.0	0.0
U.S.	0.1	0.1

What did you do today

TOWARD WINNING THE WAR?

THESE COULD HAVE BEEN AVOIDED

1. A cooperative was engaged in a rush job to supply service to a war industry plant. A light sleet was falling, the roads were slippery, and the country there is mountainous. Ordinarily the crew would not have gone out under such conditions, but this was a war job. It had to be done. Three men in the line truck started down-grade at about 25 miles an hour. At a sharp curve, the truck slid off the road and turned over tossing out the driver. Because of the steep bank the driver could not dodge the toppling truck, therefore he tried to get back into the cab, but it came down on him and broke his back. He is at a hospital, with an even chance for recovery. The other two men were only slightly shaken up.

2. Lifting a pole from the ground to a trailer, a lineman pulled and strained the muscles of his back.

3. An assistant lineman and his foreman drove in a truck to install a meter and loop. As the assistant started to remove the assembled loop from the ladder rack, the son of the member for whom the meter was to be installed, offered to help. He took one end of the assembled loop, but dropped it on the lineman's leg. The lineman suffered sprained muscles and bruises.

4. A line truck turned over on a fill, causing \$500 damage. Injuries to the driver, if any, were not reported.

5. While trimming trees, a lineman's helper suffered torn ligaments and a strained side.

6. While unwrapping a scrap wire, a piece flew loose and struck a lineman in the eye.

7. A woman employee working in a refrigerating plant lost part of the middle finger after right hand in the sausage grinder.